

**Nostrand Avenue BRT**  
**New York, New York**  
**Project Development**  
(Based upon information received by FTA in November 2010)

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 9.3 Miles, 14 Stations
<b>Total Capital Cost (\$YOE):</b>	\$39.87 Million (Includes \$0.6 million in finance charges)
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$28.40 Million (71.2%)
<b>Annual Forecast Year Operating Cost:</b>	\$6.12 Million
<b>Opening Year Ridership Forecast (2016):</b>	17,000 Average Weekday Boardings
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	High
<b>Local Financial Commitment Rating:</b>	Medium

**Project Description:** The New York City Department of Transportation (NYCDOT), in cooperation with the Metropolitan Transportation Authority – New York City Transit (MTA-NYCT), is proposing to construct bus rapid transit (BRT) along Nostrand Avenue from Sheepshead Bay to the Williamsburg Bridge in Brooklyn. The project includes marking five miles of exclusive BRT lanes, implementing transit signal priority, and constructing bus lane curb extensions that allow buses to load passengers without leaving the travel lane. Service would operate from 5:30 a.m. to 10:00 p.m. on weekdays, with three-minute headways during peak periods and seven-minute headways during off-peak periods.

**Project Purpose:** The Nostrand Avenue BRT project would provide fast and reliable bus service along a key north-south route in Brooklyn, connecting densely populated residential areas with multiple subway lines, bus routes and shopping areas, as well as two colleges and two major hospitals. Presently, traffic congestion in the corridor combined with heavy passenger volumes at key stops results in long boarding times and slow and unreliable bus service. The project would improve service in the corridor by offering higher frequencies, exclusive BRT lanes along a portion of the alignment, and off-vehicle fare collection, which would reduce travel time and improve schedule reliability. The project would improve service for riders of the existing B44 Limited service and attract additional riders who currently avoid bus service due to slow speeds and a lack of reliability.

**Project Development History, Status and Next Steps:** In October 2006, NYCDOT selected Nostrand Avenue BRT as one of five New York City “BRT Demonstration Corridors” – one corridor in each borough – for implementation. The project was adopted into the New York Metropolitan Transportation Council’s fiscally-constrained long-range regional transportation plan in December 2008. FTA approved the project into Small Starts project development in February 2009. A Documented Categorical Exclusion was approved in November 2010. NYCDOT anticipates receiving a Project Construction Grant Agreement in fall 2011.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 Small Starts	\$28.40	71.2%
Section 5309 Bus Discretionary	\$0.43	1.1%
FHWA Flexible Funds (CMAQ)	\$1.79	4.5%
<b>Local:</b>		
MTA-NYCT Bonds, Other Cash and Capital Funds	\$0.95	2.4%
MTA-NYCT Operating Budget	\$0.17	0.4%
NYC Income, Sales and Property Taxes	\$5.56	13.9%
NYC Other Revenues	\$2.57	6.4%
<b>Total:</b>	<b>\$39.87</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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**(Land Use and Economic Development Rating based upon Information accepted by FTA in  
November 2008)**

***LAND USE RATING: High***

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Total employment served by the BRT project (within a ½ mile radius of stations) is 116,600, but hundreds of thousands of additional jobs can be reached through a subway transfer to the Brooklyn and Manhattan central business districts. Population served is 536,600 at an average density of 49,900 persons per square mile.
- The Nostrand Avenue BRT corridor runs north-south through Brooklyn and consists mostly of mixed-use development including three- to six-story multiple dwellings with retail or other commercial uses located on the ground floor, with greater commercial activity located at a number of key nodes. The corridor also has a number of educational and medical institutions. The corridor is designed to accommodate pedestrians, with sidewalks, pedestrian signals, and other pedestrian amenities located throughout. Parking is typically on-street, with parking meters located in the commercial districts.

***ECONOMIC DEVELOPMENT RATING: Medium-High***

**Transit-Supportive Plans and Policies: Medium-High**

(50 percent of Economic Development Rating)

- PlaNYC, adopted in April 2007, is a plan for the sustainability of New York City, outlining the 25- year vision for the city and setting priorities for the refurbishment of city infrastructure. One of the main objectives of the plan is to create healthier and more transit-accessible communities by unlocking the potential of unrealized housing capacity, underutilized and unfinished parks, and contaminated land. The plan's rezoning strategy identifies primary avenues and boulevards near transportation hubs whose width and access to transit enable them to support additional density. PlaNYC aims to fully restore and enhance the Brooklyn transit network (stations and transit lines) to a state of good repair, including making pedestrian improvements in the vicinity of stations.
- Transit-supportive corridor or station area planning activities have not been explicitly undertaken for the Nostrand Avenue corridor. However, zoning for the corridor is already highly transit-supportive as evidenced by the scale and character of existing development. Parking requirements are extremely low. In addition, there have been three significant recent planning and rezoning efforts affecting neighborhoods in the corridor: These efforts are directed at preserving existing neighborhood scale and character while allowing opportunities for residential and commercial growth as appropriate. Commercial district overlays throughout the corridor allow mixed-use development.
- Some general economic development tools are available through the city, but these have seen relatively little application in the corridor given the limited development opportunities. The city assisted with land assembly on a recent shopping center.

**Performance and Impacts of Policies: Medium-High**

(50 percent of Economic Development Rating)

- For the most part, land within the corridor was developed decades or even more than a century ago in a strongly transit-supportive manner and there is little opportunity for new construction or redevelopment. However, there are two recent significant developments along the corridor: a 300,000 square foot shopping center adjacent to the planned Flatbush Ave/Brooklyn College BRT Station, in a single three-story building with no surface parking; and a condominium-apartment building (43 apartments in a four-story structure) three blocks from the planned southern terminus of the BRT route.
- Most available land consists of small properties scattered across the corridor, making land assembly into large parcels difficult. The greatest concentration of vacant land is near the Flushing Avenue Station in a light manufacturing area. This area is not currently targeted for rezoning, but the strong residential real estate market in New York City in recent years has led to the rezoning of some manufacturing areas to allow residential use, and rapid subsequent redevelopment.

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